February 2008
Consultation Brochure 1

Heathrow Airtrack

Improving public transport access to Heathrow Airport

Heathrow Airtrack is a proposed new rail link to connect Terminal 5 at Heathrow Airport to the national rail network to the south and west of the airport.

The aim of this brochure is to present the favoured options for the major new works to link Heathrow Terminal 5 to the existing rail network in Staines and to seek your views on these proposals.

A project being promoted by BAA
www.heathrowairport.com/airtrack

This initial public consultation focuses on the major new works that will be required to **link Heathrow Terminal 5 to the existing rail network** in Staines.

Feedback from this consultation will contribute to the design of the scheme post April 2008.

Further consultation, which will take place in Autumn 2008, will focus on:

- the preferred design for this part of the scheme
- the effects of construction and operation of the rail link on the local community and environment
- the extent of the works required for the whole Heathrow Airtrack scheme
- changes that may be required to existing rail services

This consultation process will contribute to the preparation of a Transport and Works Act order application.

The proposed scheme would allow trains to operate between Heathrow Terminal 5 and London Waterloo, Guildford and Reading.

It is recognised that there will be impacts on the local community during construction and operation. Potential impacts are being assessed during 2008 and measures will be adopted to help mitigate the affects of the scheme.

There are likely to be other works required on Network Rail's existing infrastructure between Staines and London Waterloo, Guildford and Reading. Network Rail is working with BAA to determine the scope of the works, which may be required to provide necessary capacity for the Heathrow Airtrack services.

Background

Proposals to create a southern rail link to the airport have existed since the 1960s.

Schemes developed in the 1960s, 1970s and 1980s were discounted in favour of extending the Piccadilly line.

In the 1990s BAA's aspirations to connect Heathrow to the national rail network were realised by the opening of the Heathrow Express service between Heathrow and London Paddington.

The concept of the scheme currently being proposed, with services to London Waterloo, Guildford and Reading, originated in the 1990s but was not progressed any further. The alternative routes examined are shown on the plan.

As a condition of the planning permission, the new station at Terminal 5 has been designed and built to accommodate a new rail link to the south and west.

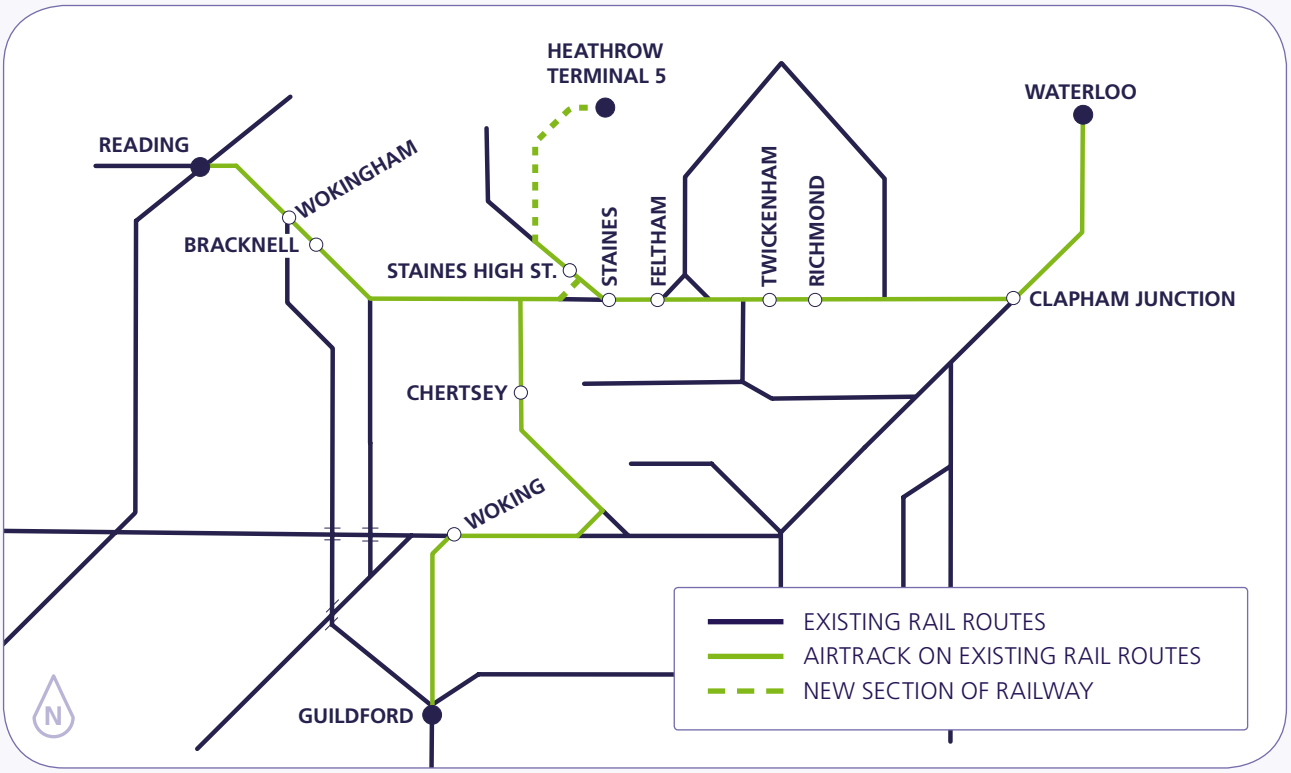
The AirTrack Forum was formed in 2000 to promote the southern rail link, which is known as Heathrow Airtrack.

Late in 2006, BAA took on the role of obtaining authorisation of the scheme.

It is currently anticipated that an order application, under the Transport and Works Act 1992, will be made to the Secretary of State for Transport early in 2009.

ALTERNATIVE SCHEMES

PROPOSED ROUTE AND DESTINATIONS OF HEATHROW AIRTRACK



Why Heathrow Airtrack?

BAA is committed to improving public transport links to Heathrow Airport and to managing its carbon footprint from surface access to and from the airport.

It is estimated that Heathrow Airtrack could attract over 15 million passengers a year with about one third travelling to or from Heathrow and the remainder visiting destinations within the region.

The scheme has been developed with the key objective of increasing the number and proportion of air passengers, visitors and staff using public transport to access the airport.

Other benefits of the new, environmentally friendly services include:

- improved rail services in areas to the west of London and in the Thames Valley
- improved public transport access for the local community to Heathrow Airport and its associated transport connections into London including Heathrow Express, Heathrow Connect and London Underground services
- opportunities for increased economic growth in Staines and the wider area
- a reduction in the amount of traffic on local and regional roads by removing up to 5000 cars in the 3-hour morning peak period

The Proposals

The current scheme is considered to be the best way of improving Heathrow Airport's connectivity, utilising the existing rail network whilst taking into account the local constraints.

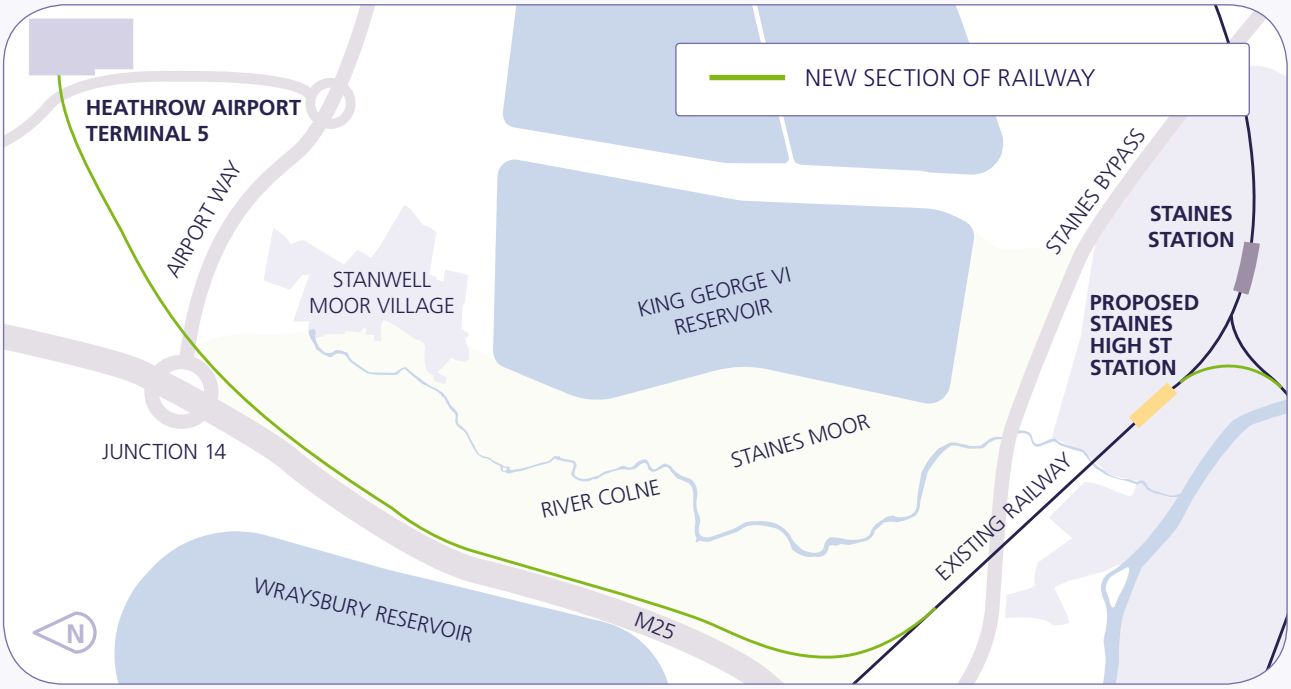
The elements of this scheme are:

- fitting out two platforms at the Terminal 5 station which has already been built
- tunnelling between Terminal 5 and Hithermoor
- constructing a new alignment across Stanwell Moor and Staines Moor
- forming a junction with the Windsor line
- building a new station at Staines High Street
- linking the Windsor line to the Virginia Water line in Staines Town Centre (the chord)
- remodelling the existing Staines station

Once this new rail infrastructure is in place, two trains per hour will operate in each direction to London Waterloo, Guildford and Reading. It is currently proposed that services will stop at: Clapham Junction, Richmond, Twickenham, Feltham, Woking, Chertsey, Wokingham, Bracknell, Staines Central and the new Staines High Street station.

BAA also has an aspiration to extend the Heathrow Express service to Staines. This would mean an additional two trains per hour in each direction.

PROPOSED ROUTE MAP: STAINES TO HEATHROW TERMINAL 5



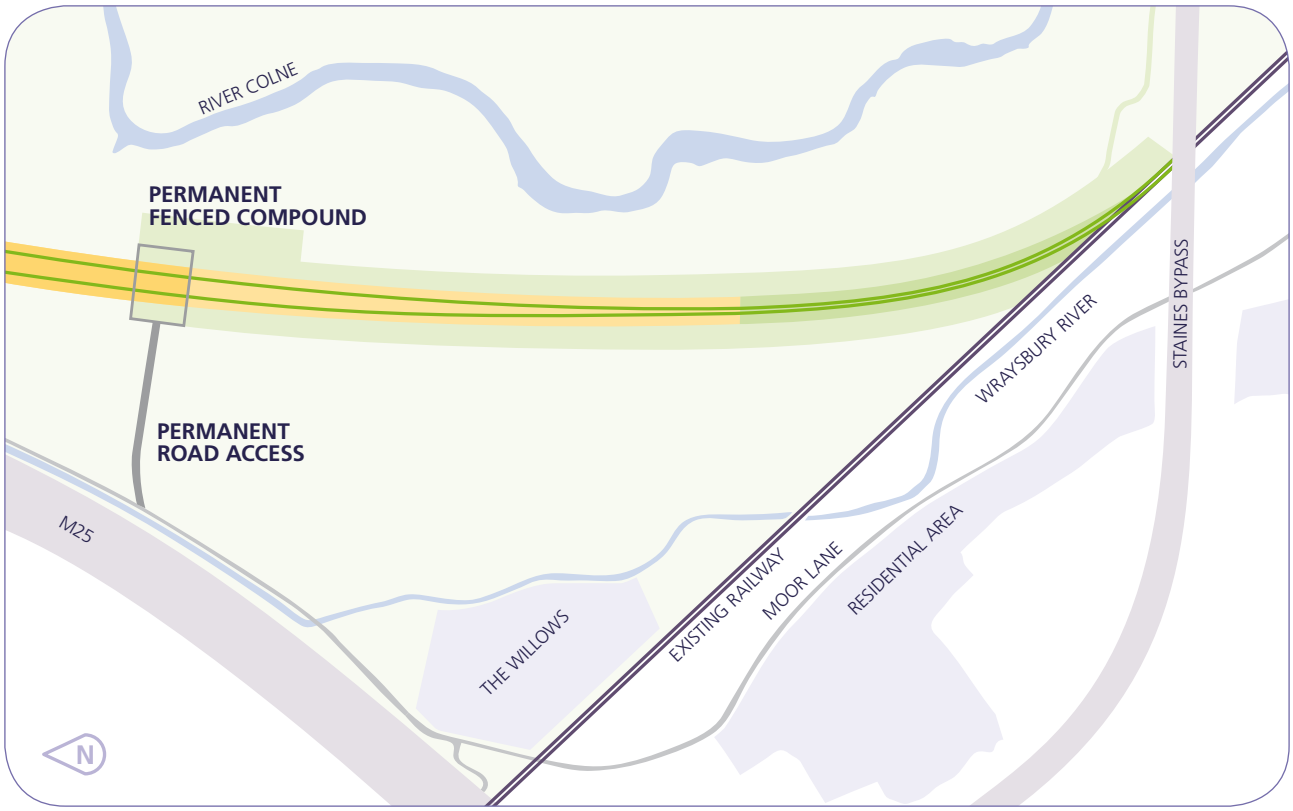
Tunnelling Section

An option to tunnel all the way from Heathrow Terminal 5 to the Windsor line has been considered. This option is not viable because:

- a significant tunnel entrance structure would need to be built close to the Windsor line
- the construction of the tunnel entrance would have significant impacts on Staines Moor, which is a Site of Special Scientific Interest (SSSI)
- a large worksite, accessed from Moor Lane, would be required to construct the tunnel entrance
- the additional length of tunnelling would add to the scheme's costs

It is therefore proposed to tunnel between Heathrow Terminal 5 and a tunnel entrance structure just south of Airport Way.

DISCOUNTED TUNNELLING



Bedfont Court

A launch chamber is required at Bedfont Court to allow access for the construction of the tunnels that will enable the rail link to connect to platforms at the Heathrow Terminal 5 station.

This location has been chosen as, for operational reasons, it needs to be as close to Heathrow Terminal 5 as possible.

A worksite at this location, accessed from Stanwell Moor Road, will be required.

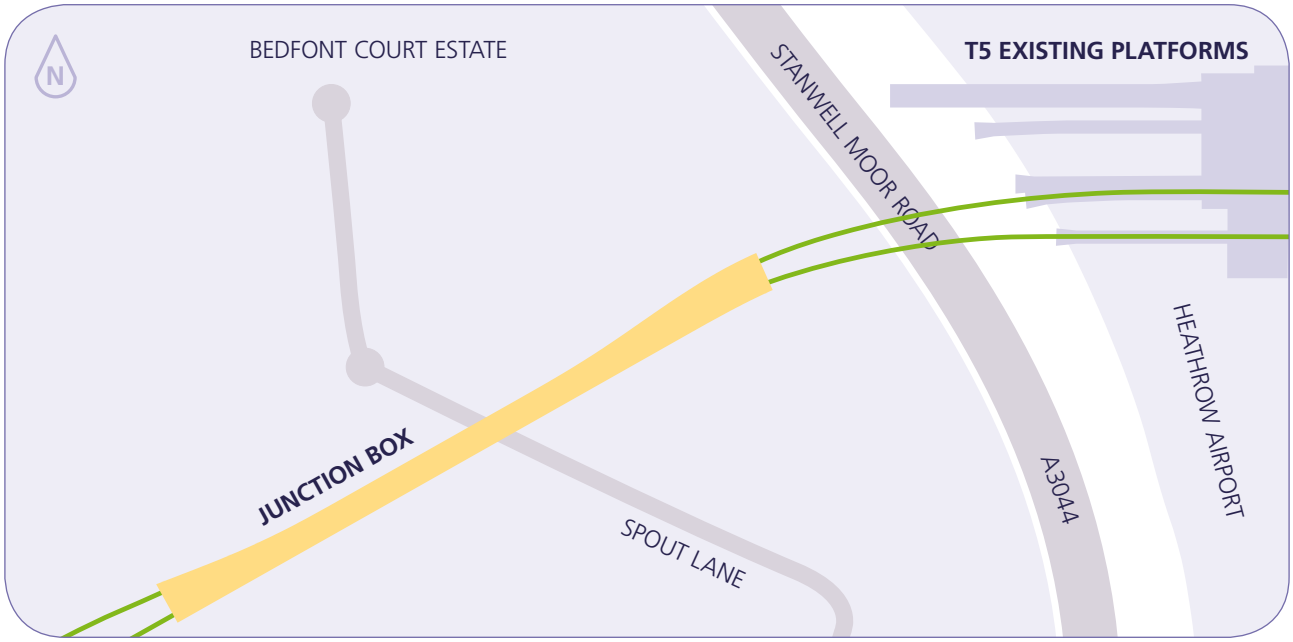
Favoured option: the current favoured option is to construct a junction box structure at Bedfont Court that would allow Heathrow Airtrack services to access three platforms at the Terminal 5 station. It will still be possible to construct a northern rail link in the future.

Alternative options: the alternative options that have been considered are:

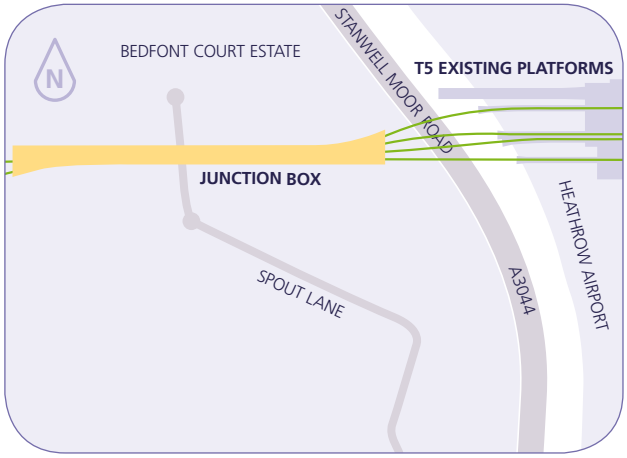
1 to construct a larger junction box now. This would allow Heathrow Airtrack services to access all four platforms at the Terminal 5 station and would also provide infrastructure for any possible northern rail link in the future. This option cannot be justified due to the additional cost of construction

2 as above, providing access to four platforms but not providing infrastructure for any northern rail link in the future

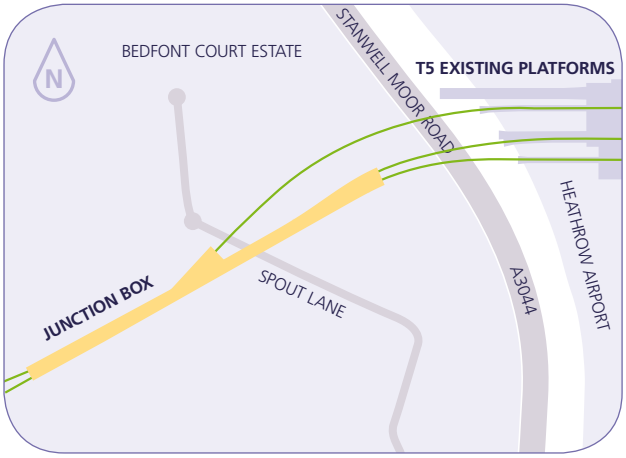
FAVOURED OPTION



ALTERNATIVE OPTION 1



ALTERNATIVE OPTION 2



Tunnel Entrance

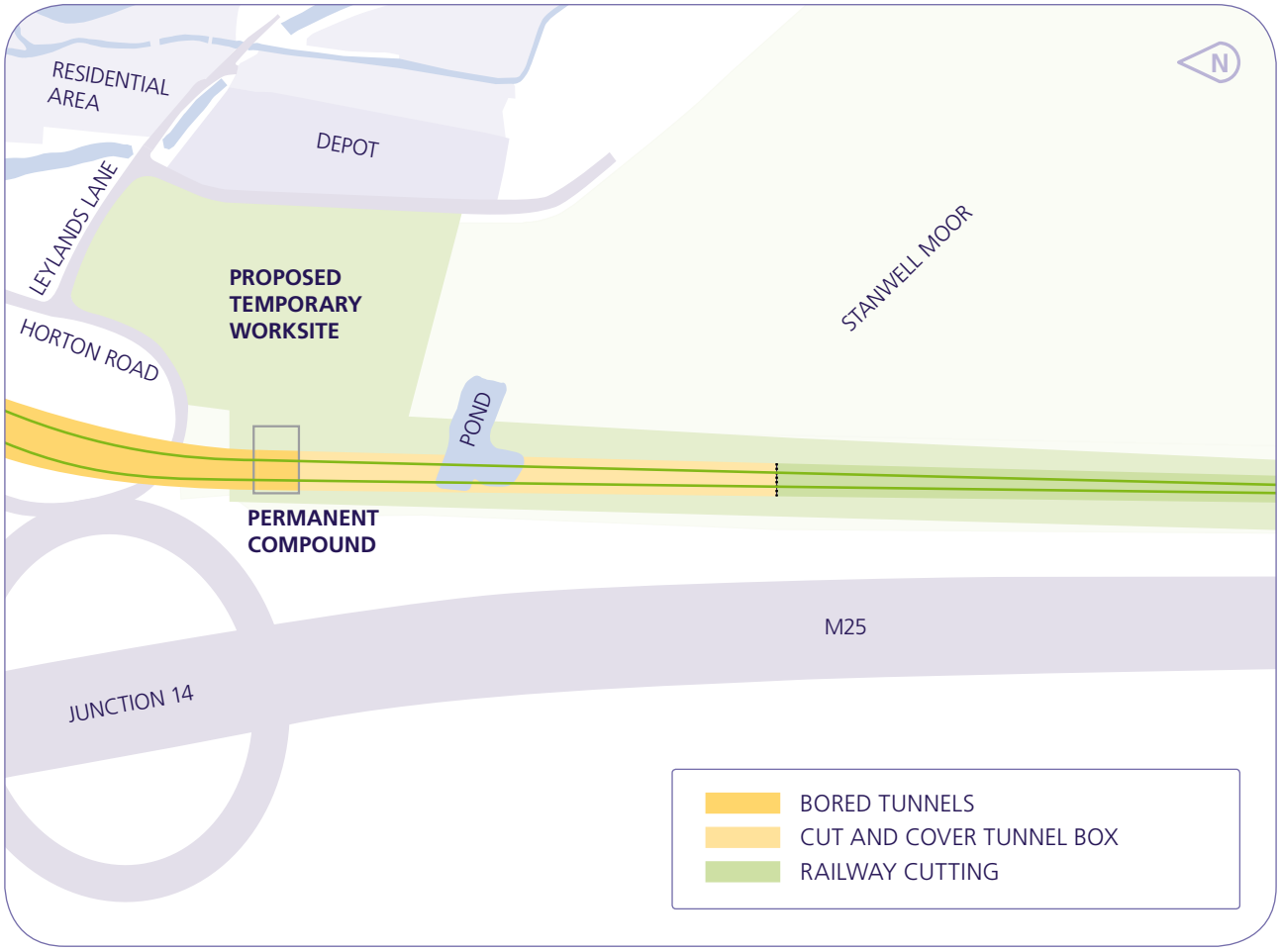
A significant tunnel entrance structure is required to enable the bored tunnel section of Heathrow Airtrack to rise to the surface after it has passed under the A3113 Airport Way.

A worksite at this location, accessed from Horton Road immediately adjacent to Junction 14 of the M25, will be required.

Favoured option: the current favoured option is as shown on the diagram. This option would involve recreating Greenhams Pond close by.

Alternative option: the possibility of tunnelling under Greenhams Pond has been considered. However this will be significantly more expensive and less safe.

TUNNEL ENTRANCE



Staines Moor Junction with the Windsor Line

To connect with the Windsor line it will be necessary for a section of railway to be constructed across Staines Moor. There are four optional alignments for the section of route crossing Staines Moor and connecting with the Windsor line.

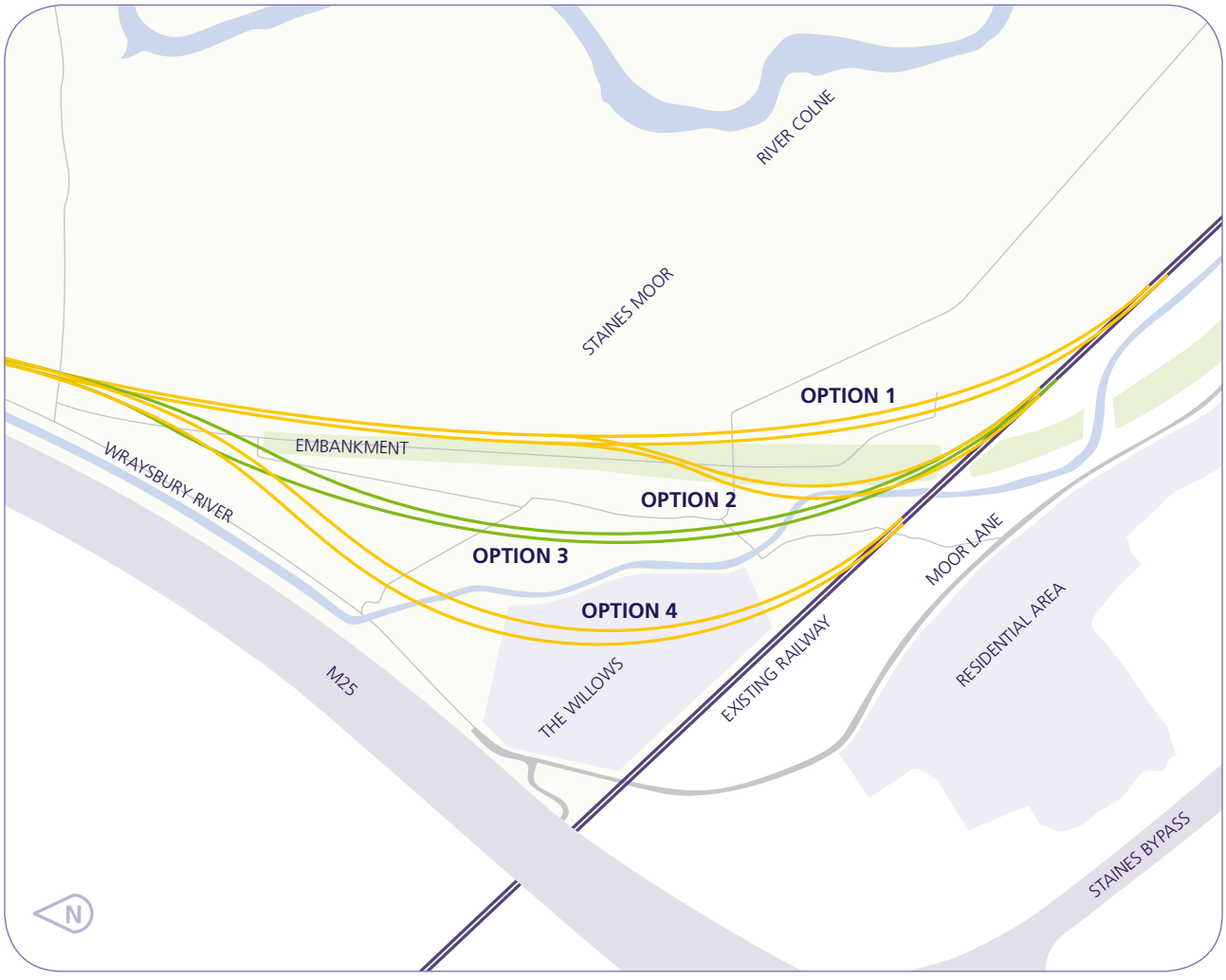
Favoured option: the current favoured route is option 3 as it limits impact on the Site of Special Scientific Interest (SSSI) on Staines Moor, while providing acceptable track alignment with appropriate track radius.

Alternative options: option 1 provides the best track alignment. However this intrudes most on the SSSI and Staines Common. Option 2 is not favoured due to the tight curve in the track. This would reduce the speed of the trains and potentially increase wheel noise. Although option 4 minimises impact on the SSSI, it has a tighter radius than option 3 and would require part of the garden of The Willows.

An option to run on top of the existing embankment has been discounted as:

- it would be too high to connect to the Windsor line
- the embankment would need to be widened to allow for a two track railway, significantly impacting on the environment
- there would be a visual intrusion on the landscape

JUNCTION OPTIONS



Staines High Street Station

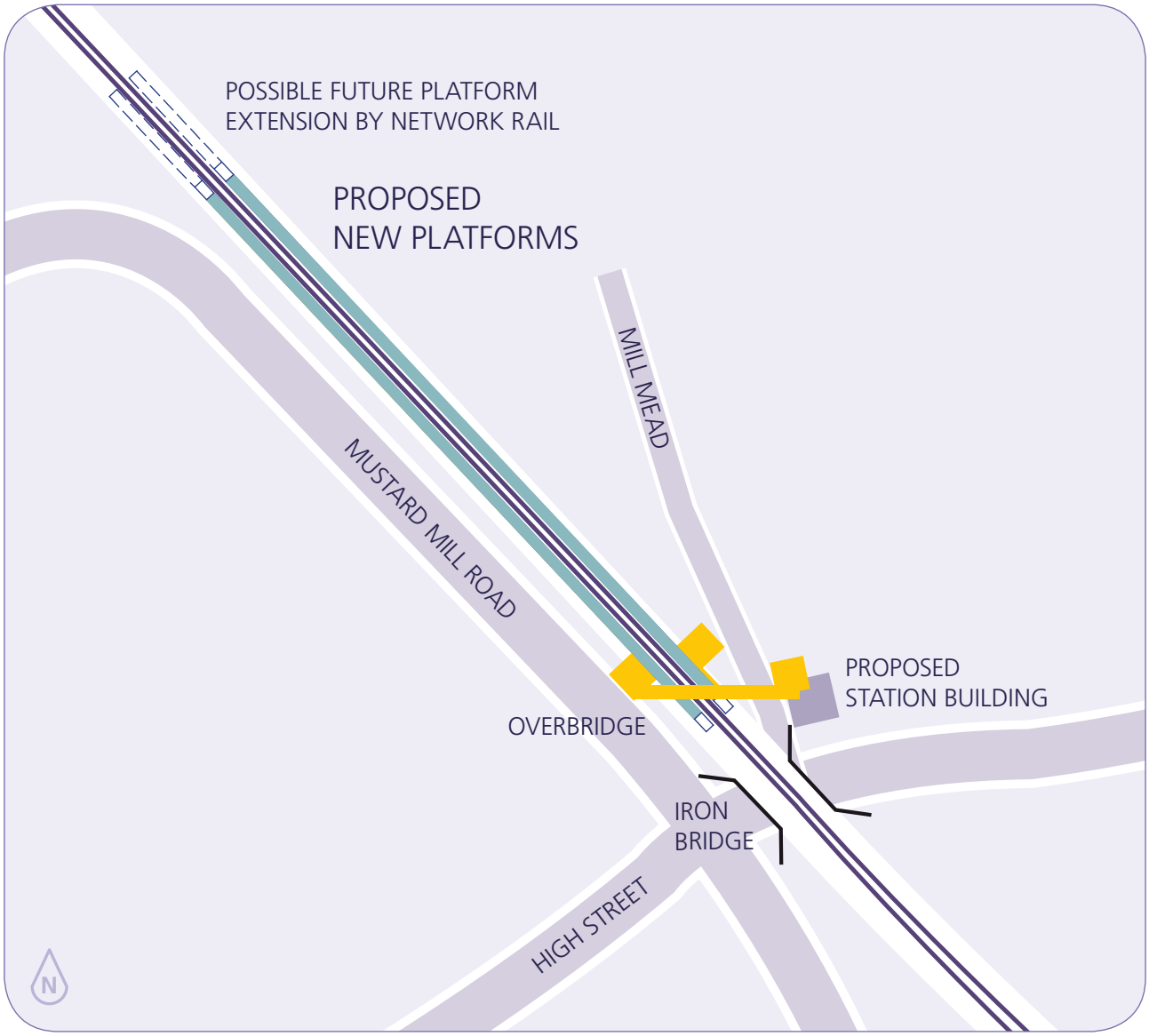
A new station is proposed at Staines High Street so that Heathrow Airtrack services from Guildford and Reading would be able to stop at Staines.

It is currently anticipated that all Heathrow Airtrack services, possible future Heathrow Express services and the existing London Waterloo to Windsor service would stop here.

The location of the platforms is effectively determined by the existing infrastructure. This has led BAA to consider five locations for the station building. The principal consideration is integration of the station with the town centre.

Favoured option: the favoured option for the station building is fronting onto Staines High Street. While this provides the best integration with the town centre there are access challenges which need to be addressed.

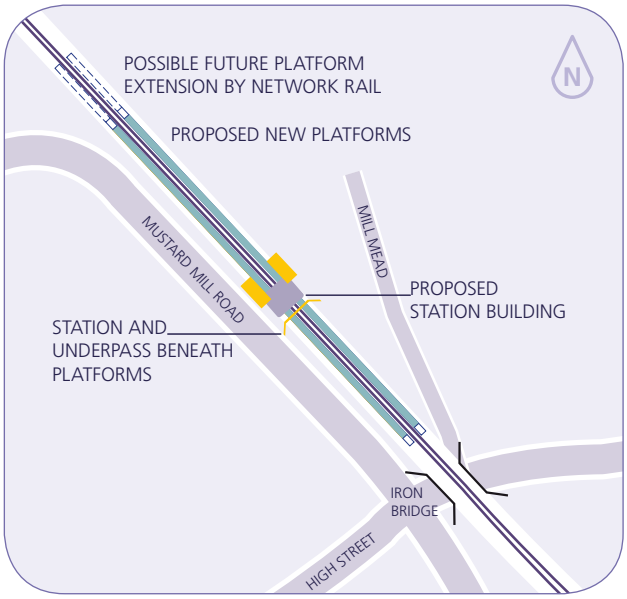
FAVOURED OPTION

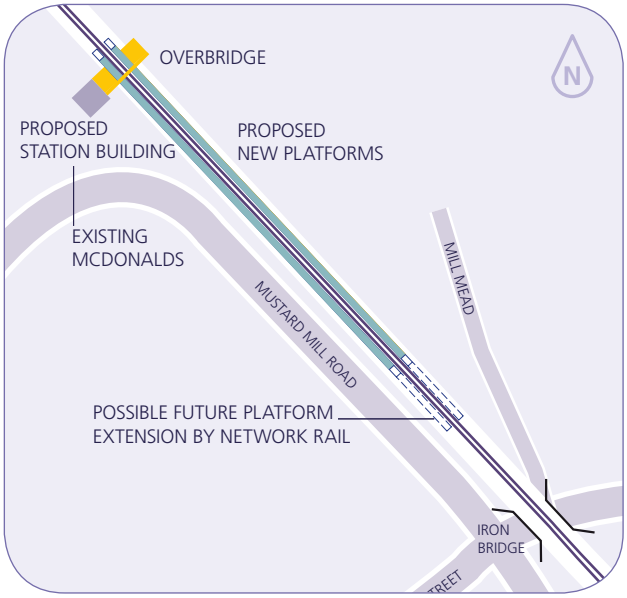


Staines High Street Station

Alternative options: the alternative options for the station building are located further north. However these pose similar access challenges and do not provide good integration with the town centre.

ALTERNATIVE OPTIONS





The Chord

A short section of track (the chord) needs to be constructed to enable trains from Guildford and Reading to connect to the Windsor line.

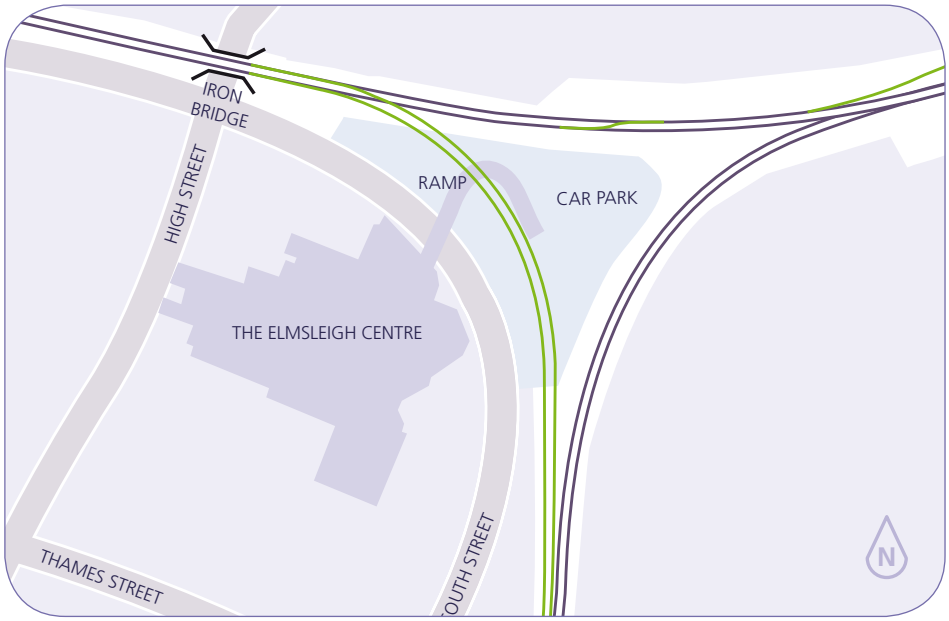
The route of the chord is dictated by existing engineering constraints. This section of track would be elevated on a viaduct over the existing Elmsleigh Centre ground level car park and will require the loss of a limited number of car parking spaces. It will be necessary to use the area of the car park shown on the plan as a temporary worksite.

This section of the railway will cut through the existing access ramp to The Elmsleigh Centre multi-storey car park. Access will be reprovided and a number of options have been considered.

Favoured option: the current favoured option is for a dedicated spiral access, with a ramp over the new railway.

Alternative option: a second option is for a set of spiral ramps to be integrated within an additional multi-storey car park. This car park would be located on the existing ground level site, with a bridge spanning the railway and is being considered in conjunction with Spelthorne Borough Council. This is not the favoured option because of the additional cost.

CHORD LOCATION



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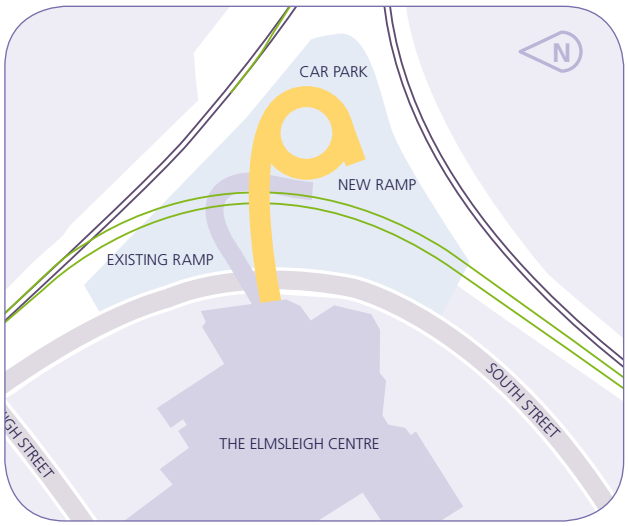


ALTERNATIVE OPTION

Staines Central Station

A third platform edge is required at the existing Staines station for Network Rail operational reasons and three options have been considered.

The third platform would also enable Heathrow Express trains to terminate in Staines in the future.

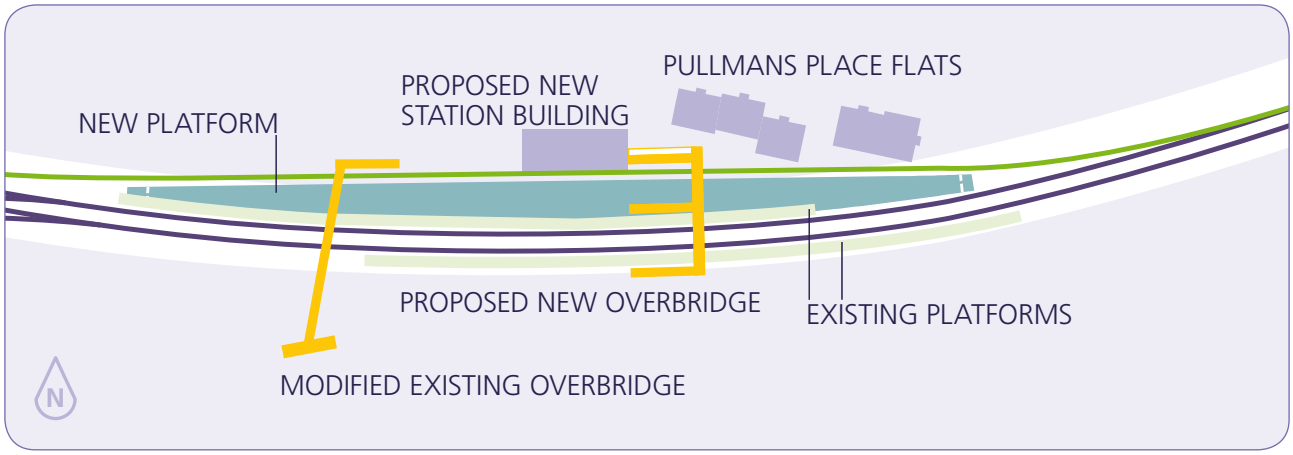
Favoured option: the favoured option provides the best passenger interchange and maximises operational flexibility of the rail network at Staines station. This option involves the demolition and reprovision of the station building. It will be necessary to acquire additional land to implement this option.

Alternative options: the alternative options that have been considered are:

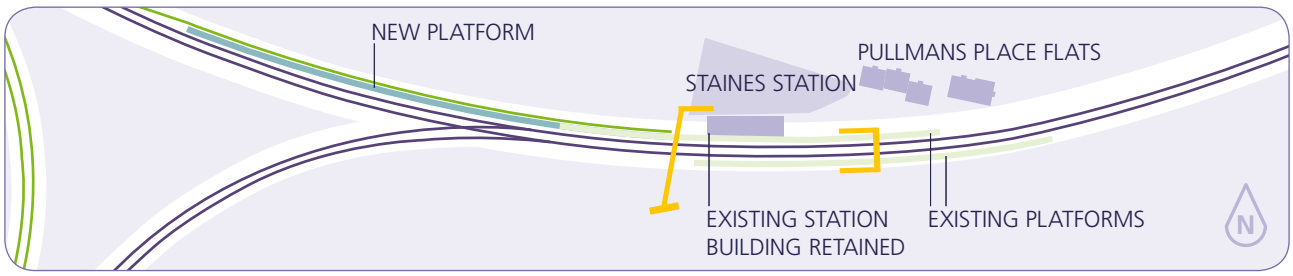
1 not demolishing the existing Staines station building. This would mean compromising passenger interchange due to staggering of platform edges

2 demolishing the existing station building, improving passenger interchange, however not providing access for through trains on the third platform. No additional land is required for this option

FAVOURED OPTION



ALTERNATIVE OPTION 1



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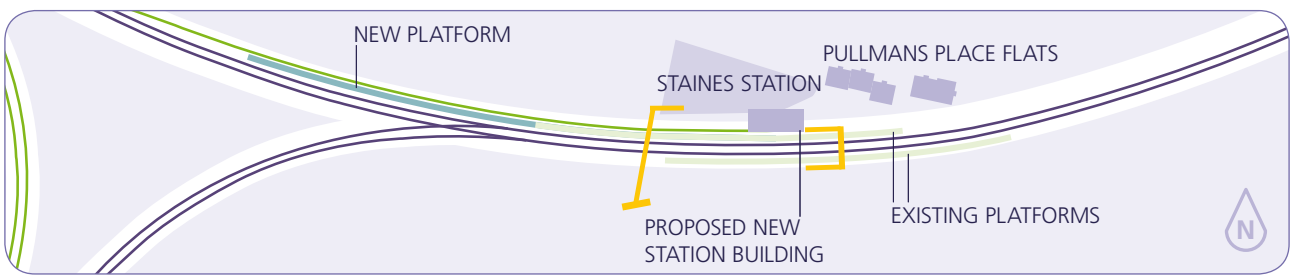

Environmental Issues

The implications of Heathrow Airtrack for the environment and people alongside the route are a major consideration in the design of the scheme.

In the course of 2008, an Environmental Impact Assessment (EIA) will be undertaken. This will identify the temporary and permanent environmental impacts that may arise during construction and operation of the rail link and will recommend measures that can be adopted to mitigate these impacts.

This assessment will form the basis of an Environmental Statement (ES), which will accompany BAA's Transport and Works Act order application. The ES will describe, amongst others, the following impacts:

People: noise, dust and air quality, traffic, land use, severance and visual impact

Natural resources: landscape, ecology, soil and water

Cultural heritage: historic structures and archaeology

The scheme will also be assessed on its sustainability and implications for human health.

February 2008

Consultation Brochure 1 Addendum

The purpose of this addendum to the initial public consultation brochure is to clarify how Heathrow Airtrack trains could be powered and the options that are being considered.

Overhead Line or Third Rail Electrification?

At the Heathrow Terminal 5 station it is not feasible, for technical reasons, to operate Heathrow Airtrack trains with third rail electrification. Therefore trains in the Terminal 5 station and tunnels will be powered using overhead line electrification (OHLE). OHLE involves a system of supports to hold electric cables some 4-5 metres above the tracks. This system is currently used by Heathrow Express trains operating between London Paddington and Heathrow Airport.

As the existing rail network uses third rail electrification it will be necessary to change from third rail to OHLE at some point between the Heathrow Terminal 5 station and the rail network in Staines.

The Options

Three options for making the change from OHLE to third rail electrification are currently being considered:

1 change over as close to the tunnel entrance as possible, while trains are moving. It is possible that in this option the overhead lines may not need to extend onto the SSSI at Staines Moor

2 change over from OHLE to third rail electrification at the new Staines High Street station, while trains are stationary

3 run OHLE all the way to the existing Staines station. This option would allow Heathrow Express services, which currently use OHLE, to operate to the existing Staines station and is favoured by BAA for that reason

In addition, the adaptation of the current rolling stock used by Heathrow Express is being considered. If it is possible to adapt the trains, the need to extend OHLE to the existing Staines station could be avoided.

One of the benefits of extending the Heathrow Express service to the existing Staines station is that there would be a direct service from Staines to London Paddington. Passengers using other services from London Waterloo would also benefit from a more frequent service to Heathrow Airport, as they would be able to interchange at Staines station and board a Heathrow Express train.

The options are currently being investigated by Network Rail to establish their feasibility and will be explained, along with service patterns, in greater detail in the further public consultation that will take place in Autumn 2008.

BAA would like to hear your views to allow the design of the scheme to progress and would welcome your comments on the scheme by Friday 25 April 2008.

You can register your views with the Heathrow Airtrack Team by:

- Completing the feedback form in the consultation brochure
- Writing to our FREEPOST address:
  FREEPOST RRSX-GHUR-GRKJ
  Heathrow Airtrack
  London
  W1K 7QE
- Telephoning: 020 7529 4910
- Emailing: heathrowairtrack@cjassociates.co.uk
- Visiting: www.heathrowairport.com/airtrack

Heathrow Airtrack

What next?

BAA would like to hear your views to allow the design of the scheme to progress. Further public consultation for the scheme will take place in Autumn 2008. By then BAA will be able to tell you more about how the scheme will be constructed and the effects of the scheme on the existing railway, rail services and the local community and environment.

The proposed scheme timetable is as follows:

Anticipated scheme milestones	Date
Phase 1 Public Consultation	February/March 2008
Phase 2 Public Consultation	Autumn 2008
Transport and Works Act (TWA) order application submitted	February 2009
Public Inquiry	Autumn 2009
TWA powers approved	Early 2010
Construction starts	Late 2010
Heathrow Airtrack services start	2014

We would welcome your comments on the scheme by Friday 11 April 2008.

We especially would like your feedback on the options we have presented in this leaflet. Please fill in the attached feedback form and return FREEPOST to Heathrow Airtrack. If you would rather not provide your full address, please supply your postcode only. All the information you provide is confidential.

If you would like further information on this scheme please write to
FREEPOST RRSX-GHUR-GRKJ
Heathrow Airtrack
London
W1K 7QE

Alternatively, you can call the Heathrow Airtrack team on
020 7529 4910

You can email us at
heathrowairtrack@cjassociates.co.uk

This information is also available at
www.heathrowairport.com/airtrack

Please print out this page, place in an envelope and return FREEPOST to Heathrow Airtrack (address is provided on the previous page).

Your details

Name

Address

Postcode

Email

Data protection: BAA or its agents will use the data collected and any subsequent data collected for the purpose of planning the Heathrow Airtrack scheme. BAA or its agents may contact you in connection with this feedback. If you do not wish to be contacted further, please tick this box ☐

Your comments

Heathrow Airtrack

A project being promoted by BAA
www.heathrowairport.com/airtrack